



# AMERICAN OBSERVER

News and Issues—With Pros and Cons

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## Here and Abroad

People—Places—Events

### PARENTS' REPORT CARD

High school students in Stowe, Vermont, now receive report cards at home as well as at school. As part of a new system, their parents mark the students on use of their leisure time and health habits. The students take these reports to school, where they become a part of their over-all record. What do you think of this idea? Write your opinions to the "Letter Column."

### SOVIET PRESS AND TV

More people than ever are reading newspapers in Russia. A recent survey shows that newspaper circulation in that country is 47 million. This is a ratio of one paper for each 4½ persons. The United States has one paper for each 3 people.

The survey also shows that Russia has only about ½ million television sets as compared to 33 million in this country.

### SOCIAL SECURITY

Twenty years ago President Franklin Roosevelt signed the Social Security Act. Since then, more than 44 billion dollars has been paid out in benefits to individuals and for public services.

The original Social Security Act was approved during the depression as an emergency measure. Since then it has not only become a permanent part of our economy, but has been expanded to cover 9 out of 10 persons who work for pay.

### TOO FAST FOR US

From San Francisco to London in 2 hours. That is the prediction of scientists who met recently in Denmark to study the future of air travel. They say that by 1990 long distance transportation will be by rocket ships traveling about 4,000 miles an hour. U. S. businessmen will be able to fly to Europe in the morning to conduct their affairs and return home in time for dinner.

### BELIEVE IT OR NOT!

A leading medical writer has reported that George Washington probably would have been declared 4-F by today's Army health standards. Washington suffered from several serious illnesses as a young man that would have kept him a civilian were he alive now. However, there is no record that he was sick at all during the Revolutionary War.

### HOPE IT WORKS

An experimental vaccine to make people immune to poison ivy looks successful in tests at the University of Pennsylvania. Skin specialists report that the shots have been tried on about a thousand volunteers. They reduced the danger of being afflicted with poison ivy in every case, and gave complete immunity to some of the people receiving shots.



HIGHWAY 40 reaches from the East to the West Coast and has heavy traffic much of the time. A Delaware section of the road is shown here.

## Our Traffic Problem

Nation Seeks Best Way of Getting New Roads and Streets for Ever-Growing Stream of Vehicles

**T**RAFFIC congestion is a major U. S. problem. Crowded streets and highways are largely responsible for the nation's high accident rate. They also waste the motorist's time, fray his nerves, and add much to the cost of operating a car, bus, or truck.

The situation almost certainly will grow worse before it gets any better. We simply aren't building new streets and highways fast enough to keep up with the increase in motor traffic.

Government officials—at national, state, and local levels—have been devoting much thought to the question of what should be done about our country's widespread traffic snarl. Everybody recognizes the desperate need for a large-scale highway construction effort, but there is disagreement over how the job should be accomplished.

Last February President Eisenhower proposed a new road-building program and asked Congress to approve it, but the lawmakers were unable to agree on any major highway legislation before their 1955 session closed. They probably will take up this subject when they meet again.

For state governments, meanwhile, inadequate streets and highways continue to cause more and more worry. The nation's governors, who met in Chicago last month for their annual

conference on state problems, spent a great deal of time exchanging views and suggestions about new roads and how to pay for them.

The importance of roads and motor vehicles in our national life—the extent to which we have become a "nation on wheels"—is shown by the following figures: Americans today are using approximately 50,000,000 passenger cars plus about 10,000,000 trucks and buses—a total of 60,000,000 vehicles. In 1945 we had just slightly over half this many—or about 31,000,000. By 1965, unless a depression or war interferes, we shall probably have more than 80 million.

U. S. industries connected with highway transportation provide jobs for some 10,000,000 workers—more than a seventh of our entire labor force. Car manufacturers and distributors, garages, service stations, gasoline and oil producers, bus and truck lines, highway construction firms, and many others are included among these industries.

We in America possess the world's largest highway network—about 3,366,000 miles of public roads and streets. This highway system contains about a third of all the roads on earth; but, since we operate nearly three fourths of all the world's pas-

(Concluded on page 2)

## Divided Korea Is Tense Land

Explosive Situation in Asian Country Poses Problems for U. S. Officials

**K**OREA is still a trouble spot for the United States. Since the war in that Asian land ended 2 years ago, conditions have not improved the way we hoped they would.

Not only is the U. S. continuing to pour millions of dollars into South Korea, but an explosive situation exists there. By widespread rioting, South Koreans have been showing their resentment of communist officials who are supposed to be helping supervise the truce. Moreover, the Reds in North Korea are as unfriendly as ever. Last month they shot down an unarmed American training plane which had strayed close to their area.

The rioting in South Korea, a land with which we are allied, has placed the United States in an unhappy position. American soldiers, pledged to maintain order, have had to fight the rioters with tear gas, fire hoses, and clubs. More than 40 of our soldiers and more than 100 South Koreans have been injured in clashes.

These disturbances are adding another somber chapter to the tragic story of Korea. For centuries, this mountainous peninsula—a bit larger than Utah—was a battleground between China and Japan. Just before World War II, the Japanese held Korea, and dealt harshly with those Koreans who wanted independence.

During World War II, the allies promised Korea its freedom. When the global conflict ended, U. S. and Soviet troops occupied the peninsula, but they could not agree on a common government. In the southern part, elections were held under United Nations supervision, and a free government under President Syngman Rhee was set up. In the north, where the communists refused UN-sponsored elections, a Red government was established.

In 1950, the North Korean communists attacked South Korea. The United Nations stepped in to help the South Koreans. With the United States furnishing most of the assistance, the UN forces fought the communists for three years to a stalemate. More than 33,000 Americans lost their lives, and more than 103,000 were wounded. South Korea had over 1 million casualties—deaths and injuries.

Though a truce was reached in the summer of 1953, no final peace treaty has been drawn up. Communist North Korea with its 7,000,000 people is closely tied to Red China which borders Korea on the north. South Korea and its 20,000,000 citizens are allied with the free world. Between the two Koreas runs a zone, 2½ miles wide,

(Concluded on page 6)



# Nation Looks for a Solution to Its Traffic Problem

(Concluded from page 1)

senger cars, it still isn't large enough.

Our people keep on purchasing cars by the millions, while streets and highways are already clogged. At least one state now employs its National Guard to help control traffic on holiday week ends. A midwestern city built a bypass around its crowded business section shortly before World War II, and now this route itself has become so congested that highway authorities are thinking of constructing a new road to "bypass the bypass." Bridges and other bottlenecks on major arteries of travel sometimes create traffic jams many miles long.

Each state has some very good roads and some poor ones. Of our total

eral payments which they receive.

About 145,000 miles of principal streets and highways are marked with U. S. shields, which carry route numbers. In this group are such well-known roads as U. S. 1, which runs from Maine to Florida; U. S. 40, a coast-to-coast route; and U. S. 66, between Chicago and Los Angeles.

Highways marked with the U. S. shield are among those which the federal government helps the states to construct, but they are not the only ones. Federal funds are used on still other roads and streets—over half a million miles of them—including a great many routes that are marked with state emblems.

leaf type. Expressways and bypasses would help carry traffic through or around the cities.

Hardly anybody, in Congress or elsewhere, denies that America desperately needs such large-scale improvements in her highway network. Even so, the nation's lawmakers this year turned down President Eisenhower's road program. They did so because of a disagreement over financial details.

Eisenhower's plan calls upon the U. S. government to *borrow* a large portion of the money needed for the federal share of the long-range program. The administration recommends that a new federal borrowing

prosperous and can afford to build highways on a pay-as-you-go basis."

Several months ago, lawmakers with this latter viewpoint introduced a highway measure of their own. Under it, as in the President's plan, the federal government would help the states finance a large-scale road program. But, to aid in raising money for Uncle Sam's share of this program, there would be a stiff increase in U. S. taxes on gasoline and various other items used by motorists and truckers. (The President's plan does not call for such an increase.) Federal borrowing, if it occurred at all, would apparently play a less important role in this enterprise than under the Eisenhower plan.

Generally speaking, this second proposal was favored more strongly by Democrats than by Republicans. But it was finally defeated, even though the Democrats hold a majority in Congress. Large numbers of lawmakers were unwilling to vote for additional taxes on gasoline and other supplies.

Since Congress was unable to agree on a long-range highway plan, and since the need for a major road-construction effort of some kind is becoming more and more acute, the whole issue is certain to be brought up and debated when the lawmakers meet again.

## Another Problem

It can't be predicted whether or not Congress will eventually decide to let our federal government help finance a big new highway program. Many people feel that the national government is *already* spending enough, or perhaps too much, on highway assistance to the states. They believe that if highway construction efforts in America are stepped up, the added expense should be carried by states and local communities.

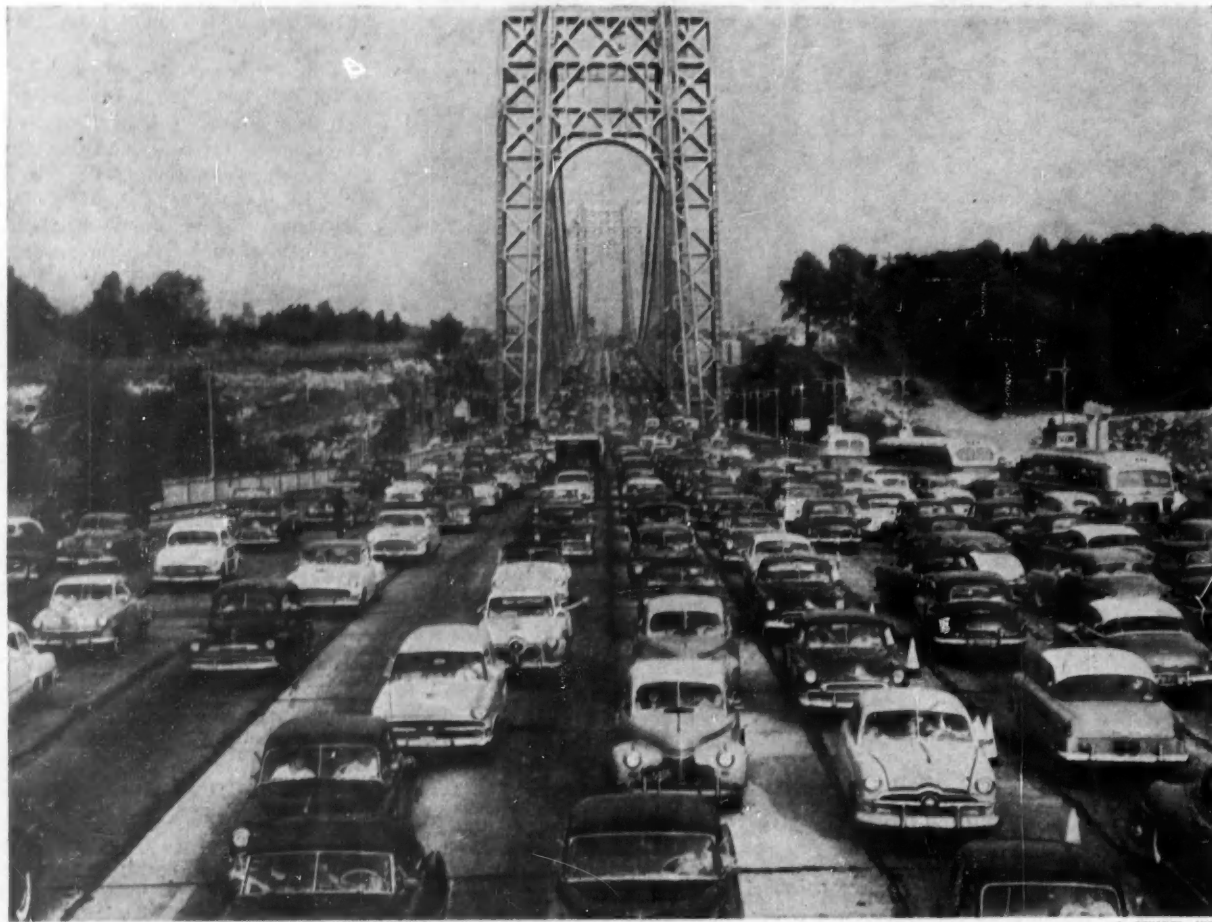
"What the federal government should do," they contend, "is to economize and cut its taxes. Then state levies can be boosted without any addition to the citizens' total tax load. Thus the states can obtain money for an expanded road program without having to be so dependent on Washington for aid. Otherwise there is danger of too much federal control over our highway activities."

People who disagree with this viewpoint argue as follows:

"None of the major highway proposals which were studied in Congress this year involved too much federal control. Most of the responsibility for actual road construction would be left to state and local authorities. Nevertheless, our system of roads and streets must be coordinated to serve the nation as a whole. The federal government, therefore, should have some voice in any project to rebuild and improve this network."

These are among the conflicting views that will be brought forth when the highway controversy comes up again in Congress.

Cadets at the new Air Force Academy are finishing the first round of the training which they began in July when the Academy opened. The school is temporarily located at Lowry Air Force Base near Denver, Colorado. By 1957 it will move to permanent quarters at Colorado Springs.



HEAVY TRAFFIC between New York City and New Jersey via the George Washington Bridge

A. DEYANEY, INC.

3,366,000-mile highway network, dirt roads account for approximately 38 per cent. An additional 36 per cent have been surfaced with such materials as gravel, sand, or crushed stone. About 25 per cent of our streets and highways are paved, though in many cases the paving is narrow and battered.

State and local governments carry most of the responsibility for the building and upkeep of our highway system. The federal government doesn't actually control any roads except in such areas as the national forests. Uncle Sam does give the states a great deal of money, though, to help support their highway programs. The national government lately has been providing about \$600,000,000 a year for this purpose.

Though the states handle the actual spending of the money, they must meet certain conditions in order to receive it. Their construction plans, on highways built with federal aid, have to be approved by the U. S. Bureau of Public Roads. Also, state governments are required to match—out of their own treasuries—the fed-

Most of the large-scale highway plans now being put forth are based on the idea of further cooperation between federal and state governments. President Eisenhower's proposal, sent to Congress in February, called for a combined federal, state, and local outlay of about 101 billion dollars during the next 10 years. The federal government was to furnish approximately 30 per cent of this sum, while the state and local governments were to provide about 70 per cent.

## More than Double

During the next 10 years, if the Eisenhower plan were put into effect, our country as a whole would spend money on highway construction at more than double the present rate. As is true of highway projects today, actual construction work would be handled by state and local governments. Uncle Sam's principal role would be to help with the finances.

The Eisenhower program was to provide, among other things, thousands of miles of new 4-lane highways. Many of the intersections along such thoroughfares would be of the clover-

agency be created especially for this purpose. The agency would obtain money by selling bonds, and the purchasers of these bonds would then be repaid over a long period of years.

Congress, each year, would vote funds to pay off a portion of the bonds. Supporters of the plan have suggested that the annual appropriation should be approximately equal the amount of money which our federal government collects in taxes on such items as gasoline and Diesel fuel.

People who favor borrowing a large portion of the highway construction money argue as follows: "The highways built with these funds would be intended for many years' service. Therefore, it is entirely proper to go into debt for the construction job. The future taxpayers who pay off the debt will also be the future motorists who use and enjoy the modernized roads."

Other Americans, meanwhile, argue in this way: "The federal government already owes too much. We shouldn't be creating a huge additional debt, with its burden of interest, at a time when the country is



## Readers Say—

Cooperation with the Soviet Union is dangerous. Russia's main goal is the destruction of democracy. The United States stands in the way of this aim. Therefore, I do not think that we should become too friendly with Russia.

MARY MAPLEY,  
Pontiac, Michigan

★

I think that our government should give less money to foreign countries. Instead, we should use that money for our own needs. We could use it to build more highways, dams, and electric plants. Also, we should give farmers in drought-stricken areas more help.

DAVID SMITH,  
Alamogordo, New Mexico

★

There is an easy solution for the nation's crop surpluses. We could give and sell them to foreign countries. In this way, we would get rid of the surpluses and also increase good feeling in the world toward the United States. It is wrong for a country such as ours to waste and destroy food when others need it so much.

ROSINA GREENE,  
Warren, Arizona



I believe that the Supreme Court justices should retire at 75. This rule should likewise apply to all other government employees.

MARVIN MULLER,  
Fallbrook, California

★

In my opinion we should have a transcontinental federal highway able to carry a large volume of traffic. The project should be financed entirely and controlled by the national government.

There would be many advantages to such a major highway. The federal government could use it for national defense, if necessary. Also, it could be coordinated with a system of other highways in the various states.

MARTHA WEARIN,  
Malvern, Iowa

★

France is in danger of falling under communist rule. Although the communists in the French National Assembly are still in a minority, they are a unified party, and their propaganda is winning more and more followers. Meanwhile, the lack of cooperation among the other parties makes them weaker. Only through unity can these parties preserve democracy.

LARRY MUDRY,  
Seymour, Connecticut

★

(Address letters to this column to: Readers Say, AMERICAN OBSERVER, 1733 K Street, N.W., Washington 6, D.C. If your first letter does not appear, probably your second or third will.)



JUNE ALLYSON and Alan Ladd star in "The McConnell Story," a new movie

## Radio-TV-Movies

A TRUE account of the life of the nation's first triple jet ace makes "The McConnell Story" an exciting adventure. Captain Joseph McConnell, Jr., who shot down 16 enemy planes in the Korean War, is played by Alan Ladd. June Allyson takes the part of his wife in the film.

The picture picks up McConnell in 1941, when he was first learning to fly. It follows him through World War II, when he served as a navigator in Europe, and through other switches of service and rank, including his feat in the Korean War.

The film is made in CinemaScope and color, which add to the realism of the action shots of airplane battles.

★

Bing Crosby, one of the most popular radio entertainers in this country, now is heard weekly by millions of people throughout the world. The Voice of America rebroadcasts the "Bing Crosby Show," heard 5 evenings a week over the CBS network, to countries of the Middle East and South Asia.

A total of almost 4 times as many people—about 600 million—live in

these countries as in the United States. The Voice of America does not know for certain how many listeners Crosby has in these areas. However, when it temporarily stopped broadcasting his program to India and Pakistan, 100 letters a week—mostly from teenagers—were sent to the Voice offices, requesting that they return the show to the air.

★

Every Friday night on CBS television, Edward R. Murrow introduces a program in the following way: "Good evening. I'm Ed Murrow, the name of the program is 'Person to Person.' It's all live. There's no film."

Mr. Murrow, well-known CBS commentator, visits famous and interesting people in their homes each week and interviews them for the benefit of the audience. He does this "live"—not on film—to capture for the viewers the excitement of a face-to-face visit with a person they have read and heard about. Now they see him at home. They see how he lives and meet his family.

To see "Person to Person," look for the time and station in your newspaper.

## Science in the News

TWO small towns—one in Idaho and one in New York—have become known all over the world as the result of recent experiments with atomic power. Both communities figured in tests conducted by the Atomic Energy Commission in connection with electrical power produced by atomic energy.

Arco, Idaho, population 1,200, became the first town in history to operate completely on electricity produced by nuclear, or atomic, energy. Arco received its entire supply of electricity for about an hour from an atomic testing station 20 miles away.

The lights in the town went out and all electric power stopped for a moment while the switch was made from regular to atomic power. After that, the townspeople could not tell the difference. They did not even know that the atomic experiment was being conducted.

The New York town—Ballston Spa, which is near Schenectady—still is receiving nuclear-produced electricity. However, this community of 5,000 people is not run entirely on such

power. Some of the electricity generated by a nearby atomic testing station is fed into the community's regular power supply. This experiment began about two months ago, and will continue as long as the testing station continues to produce extra electrical power.

★

Work is progressing on the world's first transoceanic telephone cable. The 2,372-mile underwater line will connect North America and Europe.

A large ship, designed especially for this type of work, has been busy throughout the summer laying the cable from Newfoundland to Scotland. The telephone system will be linked to the United States at Portland, Maine.

Today, telephone calls across the ocean are transmitted by radio waves. Such beams can carry 4 conversations at the same time, but are hampered by static and other interference. The new cable, when completed sometime next year, will carry 36 calls at a time, and they will be clear and free from interference.

## Your Vocabulary

In each sentence below, match the italicized word with the following word or phrase whose meaning is most nearly the same. Correct answers are on page 8, column 4.

1. A *prodigious* (prō-dij'ūs) effort was made to arrange a truce. (a) slight (b) hasty or quick (c) huge (d) unfortunate.

2. Some *commodities* (kō-mōd'i-tēz) are scarce. (a) goods (b) stamps (c) types of buildings (d) plants.

3. The area was *jeopardized* (jēp'er-dīzd). (a) ruined (b) given military support (c) taken over (d) threatened with grave danger.

4. If a business is *subsidized* (sūb'sī-dīzd), it is (a) closed down (b) taken over (c) made official (d) given financial aid.

5. The dictator *usurped* (you-zerpt') the powers of parliament. (a) increased (b) unlawfully took over (c) reduced or limited (d) spoke about.

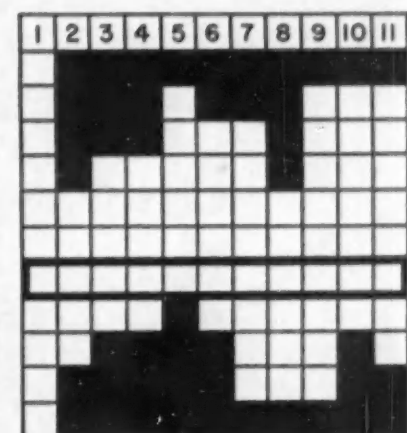
6. A *paradoxical* (pair-ūh-dōk'si-call) policy is one which (a) no one likes (b) seems to be contradictory (c) everyone can understand (d) is carefully planned.

7. Their living conditions are being *ameliorated* (ā-mē'yō-rāt-ēd). (a) talked about (b) made worse (c) investigated (d) improved.

## CURRENT AFFAIRS PUZZLE

Fill in numbered vertical rows according to descriptions given below. When all are correctly finished, heavy rectangle will spell the name of a geographical area.

1. President of South Korea.
2. Capital of South Korea.
3. Our country has about a \_\_\_\_\_ of all the world's roads and streets.
4. We have about \_\_\_\_\_ million passenger cars in use today.
5. About a \_\_\_\_\_ of all our roads and streets are paved.
6. The native political and religious leader in Morocco is called a \_\_\_\_\_.
7. Capital of Connecticut.
8. Arabs and \_\_\_\_\_ tribesmen make up the bulk of the Moroccan population.
9. Some of our early roads were called \_\_\_\_\_.
10. A French protectorate in the news.
11. We built many \_\_\_\_\_ during the 19th century but roadbuilding lagged.



## Last Week

HORIZONTAL: Edgar Faure. VERTICAL: 1. Geneva; 2. Eden; 3. Bulganin; 4. disarm; 5. reserve; 6. Air Force; 7. Germany; 8. Zhukov; 9. Peron; 10. Dulles.

# The Story of the Week

## Higher Bike Tariff

Americans bought more than 2½ million bicycles last year. About 946,000 of them were imported from other countries, mostly from Britain and West Germany.

From now on, foreign-made bikes, which have gained wide popularity in the United States within the past few years, are going to have slightly higher price tags on them. The reason is that President Eisenhower raised the tariff rates on bikes brought into this country from abroad. The new tax increases the price of foreign-made bicycles in the U.S. from an average cost of \$38.38 to \$39.63.

Some Americans criticize the President for boosting tariffs on bikes. They argue that the Chief Executive has long called for lower trade barriers between us and our allies. The higher bicycle tariff, it is contended, does not fit in with the President's trade policies and will be harmful to friendly countries.

Those who support the President on this issue argue that he was forced to increase tariffs on bikes because many American manufacturers were losing business to foreign companies. This group points out that U.S. tariffs in general have been lowered, but that it is necessary to raise tariffs on certain specific items from abroad if they compete too seriously with American products.

## Asian Fairs

Both the free nations and Soviet-dominated countries have their goods on display at Indonesia's international fair. The fair, held in the land's capital city of Djakarta, will run until September 18.

Though visitors to the fair are impressed by the many types of machines and industrial goods being shown

there, the hit of the exhibit is a TV display sponsored by the United States. Indonesians are being given the opportunity to see how television works. Closed circuit TV programs, some made by native performers, are being presented by the U.S. Information Agency.

We are now planning to put on a similar TV display at an international fair to be held at New Delhi, India, October 29 to December 15. In addition, we plan to exhibit more goods than any other nation at the New Delhi fair. Both our government and private American industries will have displays there.

## Preventing Floods

"We must never let this happen again." That is what officials are saying about the disastrous floods which hit large sections of New England and nearby areas last month. The raging floods caused some 200 deaths and more than 1½ billion dollars in property damage.

States which were dealt damaging blows by the floods are now going over proposals to prevent such a disaster from striking again. In cooperation with the federal government, these states are making plans for long-range flood-control projects in their area. Congress, when it returns next January, is also expected to vote new flood-control measures.

At the same time, the U.S. Weather Bureau is getting new radar equipment to help track down storms, thereby increasing the accuracy of its forecasts. Two new centers to report on flood conditions—in Connecticut and in Georgia—are being put into operation this month to give residents of eastern United States early warning of dangers from rising waters.

Meanwhile, the entire nation has pitched in to help disaster-struck communities rebuild their homes, factories, and roads.



**NEW PREMIER OF INDONESIA**, Burhanuddin Harahap, is surrounded by newsmen and onlookers. A member of the Indonesian Moslem Party, the new Premier was practically unknown in political circles until his recent appointment.

President Eisenhower has set aside a billion dollars to provide loans to firms whose plants were ruined by raging water, and for other flood relief projects. The Red Cross and other relief agencies have been giving aid to flood victims. Even people in foreign countries have sent gifts to Americans living in the stricken area.

## People in the News

**Konrad Adenauer**, West Germany's leader, has gone to Moscow to talk over ways to unite divided Germany and other issues with the Soviets. Adenauer went to the Russian capital last Thursday and plans to return home sometime this week. It remains to be seen what agreements, if any, will result from his talks with Moscow's rulers.

**Mohammed Ali**, former prime minister of Pakistan, is now on his way back to Washington, D. C. Ali, who was his country's ambassador to the United States in 1952 and 1953, is returning to his old post in our nation's capital. He stepped down as prime minister last summer after serving as Pakistan's leader since 1953.

**Vice President and Mrs. Nixon** plan to make a good-will tour of a number of Middle Eastern and African countries this fall. The Nixons are scheduled to begin their trip in November.

## Two Koreas Compared

North and South Korea have been trouble spots ever since they became separate lands at the close of World War II (see page 1 story).

**North Korea**, with an area of about 48,000 square miles, is a little smaller than the state of New York. Its population is about 7,000,000.

This communist-controlled land has rich forests and big deposits of iron, coal, copper, and silver. Fast-flowing rivers provide electric power, and the country has numerous factories. The factories make iron and steel, machinery, clothing, and cement. The northern farmers grow oats, corn, soybeans, and vegetables. Many North Koreans are fishermen.

**South Korea**, with an area of about 37,000 square miles, is almost the same size as Indiana. It has a population of around 20,000,000.

The Republic of South Korea is mostly a region of farms. It grows rice, barley, and vegetables. Its factories make cement, chinaware, and clothing. The canning of foods is also an important industry. Along the coasts, there is commercial fishing.

It is possible that people lived in Korea more than 4,000 years ago. The ancient Koreans built one of the world's earliest civilizations. They were artists, scholars, and skilled craftsmen when the people of Europe were still barbarians.

Although the Koreans enjoyed hundreds of years of independence, they were for centuries under Chinese rule. Japan held the Korean peninsula from 1895 until she lost World War II in 1945. Korea has been split in two ever since then.

## American Citizens

Americans everywhere will observe next Saturday, September 17, as Citizenship Day. The day is the 168th anniversary of the signing of our Constitution in Independence Hall at Philadelphia by the men who helped found our government.

Citizenship Day is a time to give thanks for the Constitution, which contains the guarantees of freedom and the principles that make possible our democratic government. It is also a day for thinking about the privileges and duties that are ours as citizens (see page 7 editorial).

It is well to remember on Citizenship Day that both American-born citizens and persons who moved to this country from other lands and have met requirements for becoming citizens enjoy the same privileges of freedom. The rights and liberties of both groups are protected by the Constitution.

Our Constitution was signed on September 17, 1787. It was ratified the following summer, and the first government under the new Constitution began to operate in the spring of 1789.

Down through the years, the Constitution has continued to grow. The



**THEY'RE NOT** just having fun. They're testing a new inflatable life raft, which is intended for use by airplanes forced down at sea. It's much lighter than the kind now in use. Even with 3 of its 6 sections deflated, the raft can carry 20 persons, the manufacturer says. The skyline of Miami, Florida, can be seen in the background of the photograph.



first 10 amendments, known as the Bill of Rights, were adopted in 1791. These promise Americans such basic liberties as freedom of speech and freedom of religion.

In all, 22 amendments have been added to the Constitution. The most recent, adopted in 1951, declares that "No person shall be elected to the office of President more than twice."

### Broken Treaties

Are the Soviet leaders sincere when they say they want world peace? Time alone will give us the answer to that question. Meanwhile, the record of past Soviet dealings with other countries is against the Reds.

Not long ago, the Senate Judiciary Committee, headed by Mississippi's Democratic Senator James Eastland, issued a report on Russia's record in international affairs. Here are some highlights of that report:

Since the Reds came into power in Russia about 38 years ago, they have made some 1,000 treaties and agreements with other lands. Over the years, they have broken nearly every pact they ever signed.

The Soviets signed treaties of non-aggression with such neighboring lands as Latvia, Estonia, and Lithuania. Later, the Reds forcibly brought these countries under Moscow's harsh rule.

Russia made pacts with many nations, including the United States, agreeing not to carry on revolutionary activities within their borders. Moscow broke those agreements the minute they were signed, and is still violating them by supporting communist revolutionary groups around the globe.

The Soviets broke promises made to western leaders at conferences during and after World War II, and later disregarded the United Nations Charter by forcing communism on other people. The Chinese Reds, presumably with Russia's approval, have been violating provisions of the Korean armistice ever since it was signed in 1953.

It is up to Russia to give proof that she will not continue to violate agreements with the western nations. The free world hopes that Moscow's new leaders will show a change of heart



THE YOUNGSTERS are looking at a collection of empty vaccine bottles outside a polio inoculation station in a suburb of New York City. The figures show a high score for the program: vaccinated—182,449; serious aftereffects—0.

and abide by international treaties. Actually, most past treaty violations were committed when dictator Joseph Stalin, who died in 1953, was at the helm in Russia.

While we wait to see whether or not the present Soviet leaders really can be trusted, it is generally agreed that we must keep our defenses as strong as possible in case of trouble.

### Stronger Air Defenses

Uncle Sam isn't going to allow Russian talk of peace to lull him into letting down his guard. In fact, our Air Force is now in the midst of a new program to strengthen its air defenses of United States soil.

This month, the 12 air divisions guarding our country from the threat of an attack will be increased to 16. An air division varies in size. It usually includes 150 or more fighter planes, or from 60 to 90 heavy bombers. All these home defense planes are under the supervision of the Air Defense Headquarters in Colorado Springs, Colorado.

In addition to increasing the number of planes guarding the nation, the

United States is building more aircraft spotting radar stations in northern Canada and in our coastal waters. Planes and ships equipped with radar are patrolling the Atlantic and Pacific Oceans. Man-made radar-equipped islands are being constructed many miles from our shores to give early warnings of approaching aircraft.

Because radar may overlook some planes, the Air Force has a nationwide network of Ground Observer Corps (GOC) stations. These are manned by volunteers who scan the skies day and night for unfriendly planes. This fall, the Air Force hopes to increase its GOC strength from 500,000 to 1½ million volunteers.

### Israeli-Arab Strife

Ever since Israel was established 7½ years ago, the Jewish nation and her Arab neighbors have been bitter enemies. Arabs, who claim Israel's territory for themselves, went to war against her in 1948. The UN stepped in and got the two sides to agree to an armistice about a year later.

Since that time, border clashes between Jews and Arabs have been numerous. The latest fight between the two sides took place not long ago along a small strip of Egyptian territory known as the Gaza. Each side blamed the other for the incident, as has been the case in every other clash in which the two sides have engaged.

Last week, there was danger that the Arab-Jewish quarrel might lead to large-scale fighting. That's why the United Nations and Uncle Sam have been stepping up efforts to restore peace in the Middle East. They have asked both sides to stop shooting at one another, and to agree to permanent frontier lines between them.

Next week we shall deal with the Israeli-Arab conflict at length, discussing the latest proposals which have been offered to settle this controversy.

### Next Week's Articles

Unless unforeseen developments arise, next week's main articles will deal with (1) Egypt and Israel, and (2) the school and teacher shortage problem.

## SPORTS

"BEST pitcher in baseball" is what Philadelphia fans call Robin Roberts, and they can produce some impressive figures to back up their claim. The ace right-hander of the Phillies was the first pitcher in the big leagues this year to win 20 games. His admirers think that he will boost this total to between 25 and 30 before the season ends.

This marks the sixth year in succession that Roberts has been a 20-game winner. He is the first pitcher to have turned the 20-victories trick 6 times in a row since Lefty Grove of the Philadelphia (now Kansas City) Athletics accomplished it more than 20 years ago. The leader in consecutive 20-victories seasons is Christy Mathewson of the New York Giants who had 12 such years early in the century.

Roberts' 20th victory this year was also his 157th win since he became a big leaguer. Among present National League pitchers, only 34-year-old Warren Spahn of Milwaukee has more lifetime victories—179 as of a few days ago.

What makes Roberts such a great pitcher? The Philadelphia hurler has a sharp curve and a zipping fast ball, but he is especially noted for his pinpoint control. Almost always he can throw the ball precisely where he wants it. He usually averages less than 2 bases on balls per game. He is, moreover, a great competitor. Any team facing Roberts knows that it is in for a fight.

Robin was an all-around athlete at Lanphier High School in Springfield, Illinois. He played end in football, forward in basketball, and various positions on the diamond. During his



ROBIN ROBERTS, outstanding pitcher

high-school career, he was noted more as a batter than as a pitcher.

The Illinois youth really got his start as a pitcher at Michigan State College. During his college days, he played summer ball in Vermont, and one summer won 18 games and lost only 3.

That fine record attracted the attention of big-league scouts. Less than a year later Roberts was pitching regularly for the Phillies, and soon became their mainstay on the mound. His biggest year was 1952 when he won 28 games and lost only 7. He will celebrate his 29th birthday next week.

## THE LIGHTER SIDE

Lieutenant (angrily): Who told you to put flowers on the colonel's desk?  
Orderly: The colonel, sir.  
Lieutenant: Pretty, aren't they?



"Injured my finger. My wife gave me first aid."

A Montana cowboy recently saw his first Western movie, and he became so excited that he fainted.

Fond mother (watching 2-year-old son): He's been walking like that for almost a year.

Bored visitor: Amazing! Can't you make him sit down?

"The best way to enjoy perfect health is to rise at five every morning and take a cold bath," says a doctor.  
Oh, well, what's the next best way?

Mrs. Smith: Goodness, George, this isn't our baby. We have the wrong carriage.

Mr. Smith: Keep still, this one has rubber tires.

Garage mechanic: What's the matter, lady?

Mrs. Newdriver: They say I have a short circuit. Can you lengthen it while I wait?





TRUCE LINE near the 38th parallel separates communist North Korea and the Republic of South Korea

## Divided Korea

(Concluded from page 1)

where neither side is allowed to have troops or arms.

In the truce agreement, each side agreed not to build up its forces further. A group called the Neutral Nations Supervisory Commission (NNSC) was set up to see that each side kept its word. The commission is composed of 4 nations that were not involved in the Korean conflict.

The United Nations chose Sweden and Switzerland for membership. Each of these countries is considered truly neutral in world affairs. The communists picked Poland and Czechoslovakia, both of which have communist governments and are closely allied with Russia. Members of this body are supposed to inspect airfields, docks, railways, and other vital areas to see that neither side is building up its military strength in violation of the truce agreement.

The South Korean government has charged for months that the Polish and Czech members of the commission are not neutral at all. Instead—says the Rhee government—the communist-picked members of the NNSC are acting as spies in South Korea, and are working hand in hand with the North Korean communists.

U. S. officials agree with the South Koreans that the inspection group has

not been effective. Time after time, the Poles and Czechs have blocked inspection of North Korean areas.

On those few occasions when inspections have taken place in North Korea, there is ample evidence that the Reds have hidden weapons and concealed troop strength. Checks made by radar from South Korea have indicated that they have flown fighter planes to other fields prior to an inspection.

It seems clear that the North Koreans have used the truce period to build up their forces. Negative votes from the Polish and Czech members have usually blocked inspection in North Korea.

### Violent Protest

In the recent disturbances, mobs of South Koreans—with the approval of their government—swarmed about the headquarters of the NNSC in their country. They demanded that the Polish and Czech members be forced to leave. The South Korean view may be summarized as follows:

"The Czechs and Poles on the NNSC are acting as spies in South Korea, and in North Korea they are permitting our communist enemies to build up their strength. Therefore, they must be made to leave our country."

"We South Koreans remember only too well what happened in June 1950 when the Reds attacked us. It must never happen again. Yet we know that North Korean fighter planes can be over our capital city of Seoul in 8

minutes from their airfields. Living under such dangerous conditions, we cannot tolerate having spies—in the guise of inspectors—in our midst. The Poles and Czechs must go!"

The American reaction to these views may be set forth as follows:

"We sympathize deeply with our South Korean allies. We agree that the Poles and Czechs on the NNSC have made the commission ineffective. Nonetheless, the NNSC was set up under the truce to which we agreed. If we permit the Polish and Czech members to be driven out by force, we, too, shall be violating the armistice, and shall be lowering ourselves to the moral level of the communists."

"We must also keep in mind the possible results of mob action on the part of the South Koreans. If the Poles and Czechs are driven out by force, the North Koreans and their Red colleagues in China might seize upon the action as an excuse to resume the Korean war. If war broke out again in Korea, it would probably turn into a global conflict this time."

"There is no doubt that changes in the truce agreement are needed. But these changes must be brought about by negotiation—not by force. Therefore, so long as the NNSC, created under the armistice terms, remains in existence, we shall protect all its members including the Czechs and Poles."

Following widespread disturbances, President Syngman Rhee canceled the deadline he had set for the Poles and

Czechs to leave South Korea. He said he had been assured by U. S. officials that we would take action to get the NNSC out of Korea peaceably. Since that time the UN command in South Korea has officially proposed that the NNSC be disbanded. The communists have not accepted the proposal.

The threat of renewed rioting is by no means the only problem the United States faces in South Korea. We are finding it a difficult task to get the nation on its feet again.

After the war, we promised to help the South Koreans rebuild their war-devastated country. In pursuit of that goal, we have spent more than 1 billion dollars there in economic and military aid. In the present year, we are spending about 628 millions.

With our assistance, many schools, churches, hospitals, and orphanages have been built. Disease has been checked. Fields are being reclaimed for farming, the main occupation of the South Koreans.

Yet with all these gains, the South Korean economy is shaky. Incomes are low, and prices have almost doubled in the past years. Trade is lagging.

One serious obstacle to trade is South Korea's troubled relations with Japan. The latter nation offers a good market for the surplus rice which South Korea now has, and the Koreans need Japan's manufactured goods. Yet last month, President Rhee halted all except a minimum of trade with Japan, and forbade Koreans to go back and forth freely between the 2 countries.

### Many Disputes

This drastic action climaxed a long series of disputes between the 2 nations. Underlying these differences is the intense dislike of most Koreans for the Japanese. The Koreans remember how Japan ruled them harshly in the years before World War II.

We hope to smooth relations between Japan and South Korea. Both countries are allies of ours. A thriving trade between them would benefit both, and would make each country less dependent on U. S. aid.

One bright spot in South Korea is the nation's military force. Totaling 20 divisions and 665,000 men, the South Korean army—built during the war—is today the biggest anti-communist force in Asia. U. S. military men consider it an efficient fighting organization.

At the same time, the existence of a strong South Korean army poses another problem for us. President Syngman Rhee has spoken out repeatedly in favor of driving the communists from North Korea and unifying the country. While we want the South Koreans to be strong enough to repel another invasion, we do not want them to launch an attack on North Korea. Such action might touch off a global conflict.

We hope that South Korea's dependence on us for gasoline, ammunition, and air support will keep her from embarking on any military projects which we do not approve. U. S. officials share the hopes of Syngman Rhee that Korea will some day become a unified nation. But we feel that war is not the way to achieve unification.

The United States has consistently held that the unification of Korea must be preceded by free elections, supervised by the United Nations, in both North and South Korea. The communists have never agreed to free and open balloting. Until they do so, Korea seems likely to remain a divided and troubled land.



## Newsmaker

## Syngman Rhee

IN the unrest and turmoil which engulf Korea (see article beginning on page 1), a central figure is 80-year-old Syngman Rhee—South Korean president since 1948. He is greatly dissatisfied by the manner in which the truce with North Korea is being handled, and he fears that the communists are being given a chance to build up for renewed aggression.

One of Rhee's main ambitions, meanwhile, is to see all Korea united under an independent, non-communist government. Nearly his whole life, in fact, has been devoted to the struggle for Korean independence.

When Rhee was a young man attending a Methodist missionary school in Seoul, Korea was a monarchy under strong Japanese influence. While learning the English language and democratic ideas at the school, he decided to work for his country's freedom.

He began by founding Korea's first daily newspaper, the *Independence*, and quickly became leader of the movement for government reform. His activities got him into trouble and he was sentenced to prison.

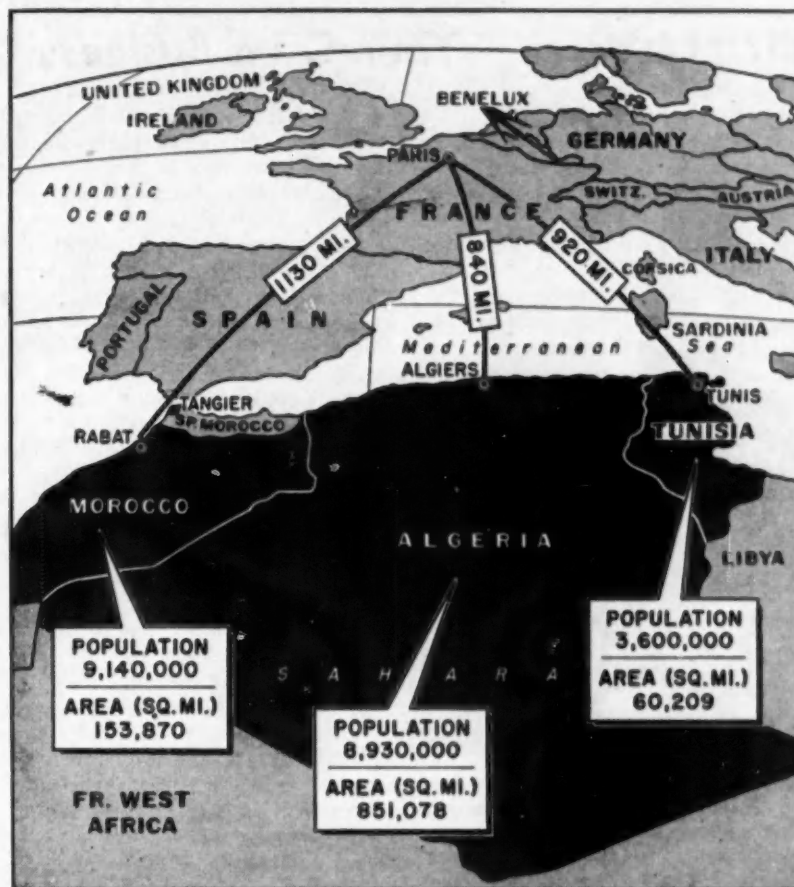
During his seven years in jail, Rhee continued the work to which he decided to devote his life. He organized his fellow prisoners into classes for the study of English and economics. He translated a number of English books into Korean and wrote a book of his own, *The Spirit of Independence*. Upon his release from prison, Rhee came to the United States to study. While at Princeton University, he was strongly influenced by the democratic ideals of Woodrow Wilson, then head of Princeton and later U. S. President.

By the time he returned to Korea, Japan had completely taken over his country. Rhee traveled about, organizing resistance groups, until he was forced to flee for his life. He continued his fight against Japanese rule until Japan was defeated in World War II. He then played a leading role in the establishment of an independent South Korean government.

Certain critics now argue that Rhee, as South Korean president, is too impatient. They claim that his uncompromising attitude makes it difficult for the free world to reach any kind of peaceful understanding with the Reds in the Far East. Rhee's supporters reply that he is defending his country's best interests, and that he should be admired for his bitter opposition to the communists.



PRESIDENT OF SOUTH KOREA  
Syngman Rhee



FRENCH TERRITORIES in North Africa have been the scene of great turmoil and much bloodshed this summer

## An Explosive Region

Despite Peace Efforts in Morocco, France's North African Territories Still Pose Grave Problems

WILL the latest proposals for changes in Morocco's government bring lasting peace to this French protectorate? Can France convince the North Africans that she really wants to help them achieve self-rule in the not too distant future?

Events in the weeks to come may give us the answers to these questions. Meanwhile, Morocco is slowly recovering from the heavy casualties suffered in recent fighting between nationalists and the French.

Under the new plan, scheduled to go into effect not later than today, September 12, Sultan Moulay ben Arafat is supposed to be ousted from his post. He was put on Morocco's throne by the French in 1953 after they deposed the former pro-nationalist sultan, Mohammed ben Youssef. Moroccan nationalists charged that ben Arafat, the new sultan, was little more than a French puppet and bitterly opposed him as their leader.

The proposed change for Morocco calls for a special council to take over the duties of the sultan. Various native groups, including the nationalists, would be represented on this body.

The plan has already been tentatively approved by some Moroccan leaders as the first step toward eventual freedom for their land. A number of nationalists, however, argue that nothing but complete and immediate independence for Morocco will end the strife between them and the French. Hence, there may be new outbreaks of trouble in the North African land.

Whatever happens, it may be only a matter of time until France loses all her remaining control over North Africa, or at least a large part of that territory. Increasing numbers of Moroccans and Algerians are no longer satisfied to stay under foreign domina-

tion. They want definite promises of when they will gain independence.

The demand for freedom is growing rapidly. Here is an illustration of this fact: The native population of Morocco consists of 2 main groups—Arabs and Berbers. In the past, most of the demand for self-rule has come from the Arabs, while the mountain-dwelling Berber tribesmen have tended to support France, because they didn't want to come under the rule of their traditional enemies—the Arabs. In the latest violence, however, some of the fiercest attacks against French settlers were carried out by the Berbers.

The United States naturally hopes that the North African problem can be solved without additional bloodshed. Our country has long been a supporter of dependent peoples seeking freedom. Nevertheless we realize that a country such as Morocco, where only a small portion of the 9,000,000 population has received any schooling, is not ready for self-government.

Also, we are concerned over the North African trouble because we have important air bases in Morocco.

Tunisia, Algeria, and French Morocco cover about a million square miles, nearly a third the size of the United States. Their population totals about 21,000,000, compared to slightly more than 165,000,000 in our country. French colonists make up only 1,500,000 of this number, while the rest are Arabs and Berbers.

Most of the people in these two latter groups are herdsmen or farmers, who barely eke out a living from the soil. The lands themselves consist largely of rugged mountains and barren desert, though there are areas of fertile farmland along the coasts and in quite a few of the valleys.

## Citizenship Day

By Walter E. Myer

NEXT Saturday, September 17, is Citizenship Day (see note on page 4). On this day it is fitting that Americans recall the privileges and duties we have as U. S. citizens.

Some young people think that the responsibilities of citizenship may be ignored until adulthood, but such is not the case. Before he finishes school, each young person has the vital duty of acquiring a sound knowledge of U. S. history and of familiarizing himself with the machinery of our government.

How necessary it is to be well informed on these matters was made plain a short time ago in a report issued by the Defense Advisory Committee on Prisoners of War.

After studying the tactics that the communists used in Korea to "brainwash" many American prisoners, the committee explained why the Reds had frequently been successful in winning acceptance for their views:

"... the average American prisoner of war was under a serious handicap. . . . He had to tell what he knew about American politics and American history. And many times the Chinese or Korean instructors knew more about these subjects than he did. This brainstorming caught many American prisoners off guard. To most of them it came as a complete surprise, and they were unprepared.

"... A large number of American P.O.W.'s did not know what the communist program was all about. Some were confused. . . . It was not an inspiring spectacle.

"Ignorance lay behind much of that trouble. A great many servicemen were teenagers. At home they had thought of politics as dry editorials or uninteresting speeches, dull as ditchwater. They were unprepared to give the commissars an argument. . . . They couldn't answer arguments in favor of communism with arguments in favor of Americanism because they knew very little about their America. . . . It seemed that these P.O.W.'s in question had lost their battle before they entered the service."

The report recalled to me a letter forwarded to the AMERICAN OBSERVER during the Korean War. It was written by a young American rifleman in Korea to his high school history teacher. The youth told how, after entering combat, he had come to realize the importance of learning all he could about "what's going on in the world." He said that Korea had meant nothing to him until he began fighting there and seeing people, including Americans, suffer and die there.

He concluded: "When you teach current history, don't let them get by as easily as I did, and if they think it's a waste of time, I wish you would read them this letter."

Yes, political ignorance is dangerous to us as individuals and to our nation as a whole. You owe it to yourself and to your country to become an informed citizen!



Walter E. Myer



## Career for Tomorrow - - Your Own Business

EVERY day nearly 1,000 new businesses are established by individual Americans across the nation. Many of these enterprises fail after a short period of time, while others prosper. Despite the great risk involved, many Americans would rather launch a business of their own than work for someone else.

**Your qualifications**, if you decide to go into business for yourself, should include a friendly attitude toward others, leadership qualities, the willingness to work long hours if necessary, and the perseverance to stick it out even if the going gets tough. All in all, it takes a rare combination of salesmanship, ambition, and common sense to be successful as an independent businessman.

**Your training** can begin in high school. Take as many courses as possible in such subjects as English, bookkeeping, and business arithmetic. Though no formal schooling beyond high school is needed in most cases, it is well to take advantage of any opportunity that may come your way for advanced study.

It takes wide knowledge and experience to compete effectively in business nowadays. A recent U. S. government study shows that individuals who successfully operate their own businesses are among the most highly trained and educated persons in the country.

**Your start** in business will not be easy. The need for advanced planning before you open a place of your

own cannot be overemphasized. You should ask yourself these and other questions: Am I thoroughly trained for the business I wish to enter? Where should the business be located to help insure success? How much capital is needed to get started? What should be the size of the enterprise? How many employees, if any, will I need to help run the business?



ONE PROBLEM for anyone running his own business is getting courteous, competent help

The best advice on many of these problems can be secured from persons who know conditions in your locality. Real estate men, bankers, and officials of the local chamber of commerce can give you valuable information.

One of the main reasons why many new enterprises fail, the U. S. Department of Commerce says, is that many businessmen underestimate the

amount of capital needed to get started. Another leading cause for failures is the lack of experience and know-how of some individuals who go into business.

**Your income** is likely to vary greatly. Some businessmen just manage to "get by" on their earnings. Others have incomes that are quite high. Most small businessmen who operate going concerns have net earnings between \$5,000 and \$9,000 a year.

**The chief advantage** of having a business of your own is the satisfaction that comes from "being your own boss." In addition, you can use your ingenuity and imagination to a greater extent than would be possible if you worked for someone else.

**Disadvantages** include the need for considerable money to get started and the financial risks involved. At the outset, you face the possibility that you may lose all or most of your capital if the business venture fails. Competition is keen, and you may have to work long hours to get your enterprise on its feet. If you do succeed, however, all these disadvantages will seem unimportant.

**Further information** can be secured from businessmen in your community. You can also get a helpful pamphlet, entitled "Establishing and Operating Your Own Business," from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Ask for Domestic Commerce Series No. 22 and enclose 35 cents in coin.

## News Quiz

### Highways

1. How many motor vehicles are being used in America? Compare the present figure with that of 1945.
2. What is the total mileage of our public roads and streets?
3. What roles do the federal, state, and local governments now play in connection with the building and upkeep of streets and highways?
4. Tell the total cost of the new highway program recommended this year by President Eisenhower. About how much would be paid by the federal government, and how much by state and local governments?
5. Why did President Eisenhower and his supporters favor borrowing the money for Uncle Sam's share?
6. On what grounds was such borrowing opposed?
7. What did Congress do about the various highway proposals?
8. Give arguments for and against the federal government's paying a large share of the cost of new highways.

### Discussion

1. If large-scale highway improvement is to be carried out, do you think the federal government should play a major financial part in it? Why, or why not?
2. In case Uncle Sam does spend large sums of money on highways, do you think most of the money should be borrowed, or should it be obtained through current taxes? Explain your position.

### Korea

1. Why has recent rioting in South Korea placed the United States in an unhappy position?
2. Sketch briefly the history of Korea since World War II.
3. Why was the Neutral Nations Supervisory Commission set up in Korea?
4. To what extent has the NNSC been ineffective?
5. How do the South Koreans justify the recent demonstrations in their land?
6. What view does the United States take regarding the demonstrations?
7. Discuss the major economic problems confronting South Korea.
8. In what way does the existence of a strong army in South Korea pose a problem for the U. S.?

### Discussion

1. What steps do you think might be taken to enforce the armistice terms more effectively in Korea? Explain.
2. Do you think we should continue to help South Korea on the same scale that we have been aiding her?

### Miscellaneous

1. What important European leader is now visiting in Russia? Briefly describe the purpose of his trip.
2. About how much will the price of foreign bicycles sold in this country be increased as a result of the recent boost in tariff rates?
3. What is the purpose of Citizenship Day and when is it observed?
4. Briefly describe the latest developments in the Arab-Israeli conflict.
5. What is Russia's record with respect to keeping her treaty commitments? In view of this record, what is our government's attitude toward the latest Soviet peace gestures?
6. Why are Syngman Rhee and Mohammed Ali in the news?

### References

- "Dead End for the U. S. Highway," by Herbert Brean, *Life*, May 30, 1955.  
 "Controversy Over President's Highway Program," *Congressional Digest*, May 1955.

### Answers to Your Vocabulary

1. (c) huge; 2. (a) goods; 3. (d) threatened with grave danger; 4. (d) given financial aid; 5. (b) unlawfully took over; 6. (b) seems to be contradictory; 7. (d) improved.

## Historical Background - - Building Roads

WHEN the first explorers came to the New World, the only roads they found were animal trails and paths beaten by the feet of Indians as they went from one hunting ground to another. Since most of these paths were too narrow for wagons, our forefathers depended largely on waterways for travel.

But the colonists gradually pushed inland. As they did so, they cut roads through the wilderness, usually following ancient Indian or animal trails. By the time of the American Revolution, the strip of land between the Atlantic Ocean and the Appalachian Mountains had been settled. Narrow dirt roads or trails connected most towns and villages in this region.

After the American Revolution, an era of road building began. Many private companies built or improved roads and charged a fee, or toll, for their use. A gate, in the form of a long pole studded with pikes, blocked the entrance to these roads. When the traveler paid the toll, which usually ranged from 1 to 14 cents a mile, the pole was swung out of the way to let him pass. Because of the type of gate used on these roads, they were called "turnpikes."

By 1802 it was possible to go by stagecoach from Boston to Savannah, Georgia. The stage averaged 53 miles a day, and the entire trip took 22½ days if the vehicle didn't get bogged down in the mud. Today, a traveler can make the same trip by scheduled bus in about 30 hours.

With the opening of the West for settlement, Congress in 1806 appropri-

ated for the first time funds from the federal treasury to help improve the main route into that section of the country. This highway was eventually extended to St. Louis, Missouri. The engineers selected their roadway well, for today the old National Road is a part of U. S. 40—one of our main transcontinental highways.

Despite the road construction of the early 1800's, our highways remained little more than muddy trails for



EARLY CYCLISTS needed better roads

some time. A Swedish visitor, who traveled overland from Boston to Alabama in the 1830's, had this to say about his trip:

"On one of the roads, our coach stuck fast in a mud-hole. The passengers, soaking wet and covered with mud, vainly tried to dig it out. . . . Having at length obtained assistance from some waggoners who happened by, the stage was freed from the mud and we continued on our journey."

"Along about midnight, the coach wheels were shattered to pieces by

stumps and logs in the road. The party of 8 passengers abandoned both coach and driver, and struck out on foot through the wild forest. . . ."

While Andrew Jackson was President in the 1830's, the first steam railroad went into operation. For the next 50 or 60 years, railroad building went on at a fast clip. Roads and highways were neglected.

It was the invention of the bicycle and its rapid rise to popularity that rescued the nation's roads from neglect. At about the same time, farmers began to demand good roads to reach markets, and in 1890 a new period of construction and improvement began. The invention of the automobile a few years later gave a tremendous push to highway building.

Now we have 3,366,000 miles of roads, about a third of the world's total. Nevertheless, there are not nearly enough modern highways to meet present-day traffic needs. Because of the rapid increase in the number of vehicles—cars, buses, and trucks—many of our thoroughfares are unsafe and time-consuming for motorists (see page 1 story).

### Pronunciations

- Burhanuddin Harahap—bŭr'hā-nŭŭ'-  
 dīn hā'rā-hāp'  
 Djakarta—juh-kār'tuh  
 Gaza—gā'zā  
 Mohammed Ali—mŭŭ-hām'mēd ā'le  
 Mohammed ben Youssef—mŭŭ-hām'-  
 mād bēn you-sēf  
 Moulay ben Arafat—mŭŭ-lā bēn ā-rā'fā  
 Pyongyang—pyung yāng (y as in yes)  
 Seoul—sŭl  
 Syngman Rhee—sŭng-mān rē